

MANHATTAN SHOWS BIG IMPROVEMENT

By Wm. McClure Gotwaldt

The regeneration of Manhattan is at hand. The indices are to be found in the huge discoveries in the White Caps, in the development of the Mustang by the operations of the Train-Chase lease, in the building of the Putney mill, in the operations of the Salsberry properties, in the resumption of operations in mill and mine on the Big Pine and Big Four, and in a half score of other undertakings of merit.

But one of the most important signboards of the times is that of the Union Amalgamated, stock in which will shortly be listed on the New York Curb and the San Francisco Mining and Stock Exchange. It is a company incorporated in 1915, consolidating the Manhattan Ligation Hill Merger company, the Manhattan Amalgamated Mining company, the Manhattan Earl Mining company, all contiguous, together with outside acreage of very promising character.

Charles F. Wittenberg is the president of the company and its controlling factor, having made not only a heavy original investment, but has financed the company through its experimental and development stages. James Forman is vice president; Charles T. Olney, secretary, and the additional directors are Hugh H. Brown and Arthur Rayercraft. L. L. Mushett, the superintendent, devotes his waking, and what should be a portion of his sleeping hours, to directing operations, giving to this task the best of his ability and conscientious care.

The entire acreage is in the ore zone on the chief Cambrian lime belt, which extends for 4500 feet along the lode. The main ore bodies in Ligation Hill are in shattered lime, rather on the fault planes, from which they enter the lime. The hill arises in a southerly direction from the point of intersection of Dublin and White Caps gulches and this is the general trend of the Cambrian lime until it comes in contact with the Devonian limes on the upper reaches of the mountain.

Running easterly and westerly across the lower portion of the hill, which is covered by the locations of the Union Amalgamated Mining company, there are a series of faults shoving the Cambrian lime into contact with a lime shale. They have been subjected to secondary enrichment, practically all of which is gold. Eight of these fault plane veins were examined and in all there were pay pinnings secured. In places the veins are almost too narrow to be worked at profit, but in others that may be stoped to a width of ten feet, all commercial grade.

The Bath shaft, where operations are now centered, is an incline of approximately 40 degrees. It is 500 feet deep and at the sump level there is the richest ore in the mine and in payable quantity.

Until a few months ago the ore bodies in the property were low grade, the owners "just getting by," although they had mining and reduction costs reduced to about \$5 a ton. Lately, however, as depth was obtained and the formation so well understood that waste could be obviated and lugging lenses brought to light, the grade has been materially improved, while the available tonnage has been enormously increased. As nearly as the ore in sight can be determined, the result of innumerable assays, it will average \$20 a ton, which should yield a profit of \$15, to be diminished only by the amount of dead work that is undertaken.

There are three levels opened up and your correspondent provided through all of them, with some difficulty, especially where work has been suspended for some time and there had been considerable caving. The lenses in each seem to have been merely touched.

The company has a complete and closely extracting mill. It is equipped with 10 stamps, a 4 1/2 by 16 tube mill for regrinding, a 10 by 16 Joshua Hendy Hercules crusher and an automatic sampler with two sets of Allis-Chalmers rolls. After the pulp leaves the battery it passes through a Dorr classifier, the overflow going to two Dorr thickeners, from which it is drawn to Pachuca agitating tanks, thence to a Butters filter with 36 leaf capacity. The values are precipitated on shavings in zinc boxes. The air is furnished from two Rix upright compressors.

The stamps weigh 1000 pounds each and have a 7 inch drop, falling 110 to the minute. The capacity of the mill is 2 1/2 tons an hour of hard quartz, but on the softer ores from the schist belt a tonnage as high as 180 in 24 hours has been treated.

Messrs. Wittenberg and Mushett have a long term lease on the Big Pine property and have been rebuilding their mill. It is a combination of pebble and steel ball processes, the result of constant experimentation since March. The ore is automatically conveyed through all the pro-

cesses and the almost inconceivably low cost of 45 cents a ton has been reached on ore that plates \$2.10 and leaves 40 cents in the tails. There is an enormous tonnage of commercial ore which will be extracted and treated at the rate of 400 tons a day.

It is probable that the mill on the Big Four will be remodeled to be a twin of the Big Pine. This latter property is also under lease to Messrs. Wittenberg and Mushett. They recently made a milling of 65 tons that ran \$40 a ton.

The trip to the Train-Chase lease on the Mustang was one of great interest. The tributaries, S. B. Chase and Percy Train, have a year and a half left to extract ore. Recently they milled 200 tons that ran from \$72 to \$98. They have now 100 tons

of even better grade ready for the mill. The shaft is now down 225 feet, giving a vertical depth of 125 feet. Some magnificent cabinet specimens may be obtained from the bottom of this shaft. The ore occurs in calcite and talc and is in pipes or chimneys.

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FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

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